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INFORMATION REPORT
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REPORT NO

CD NO.

COUNTRY East Germany

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DATE DISTR. 24 July 1952

SUBJECT Activities at East German Shipyards

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25X1X SUPPLEMENT TO
REPORT NO.

1. The drifters of the 1952 series have been completed and launched or are ready for launching at the Neptun shipyard, [redacted] No. 658 was to be launched on 5 May 1952. All of the earlier ones, [redacted] have had their trial runs. [redacted] [redacted] has been delivered to the Soviet authorities. All the drifters [redacted] have 300 hp. engines.

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2. On 1 May 1952, the Neptunwerft became part of the Sowjet Aktien-gesellschaft (SAG) organization.¹ It will belong to the USTK,² which is the group of works under the jurisdiction of the Baltic Fleet command. The entire guarding of the yard will be done by Soviet forces. A group of high Soviet officers and officials from Berlin inspected the Neptun yard on 2 May 1952, presumably in connection with the taking over of the works.
3. Access to the ways where the 3,500 ton freighter lay was prohibited. Access was allowed only by special pass. Sabotage of the launching was feared, and the guard over the yard was strengthened by the addition of SSD spies. The launching went off smoothly on 1 May 1952.
4. The freighter has not yet received a name or a number. It has accommodations for a crew of 32 to 38 men; sailors say that such a freighter would normally carry 22 to 26 men. There is no forecabin, but two-man cabins for seamen, firemen, etc.

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5. The freighter's main engines were overhauled by Buckau-Wolf. They are now lying at Rostock. The engines overhauled at Rostock are the 350 hp. Diesel auxiliaries.

6. Six hull sections have been finished for the next two 3,500 ton freighters. The keel for another was laid on 3 May 1952.

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7. [REDACTED]

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[REDACTED] Work on the other six T-boats is going slowly. During the week ending 3 May 1952, four T-boats arrived for general overhauling: [REDACTED] (also named GIGOGRAF). 25X1C

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8. A 6,000 ton freighter was towed in on 21 April 1952. It is a Soviet vessel of pre-war construction, about 50 per cent finished. It had been lying at Wismar and is to be completed at the Neptun yard.

9. A 2,700 ton freight and passenger steamer which had been lying at Wismar also arrived at the Neptun yard on 1 May 1952. It is a modern vessel (formerly German) with accommodations for passengers amidships.

10. Work on the refrigerator ship will require at least three-quarters of a year. [REDACTED] The freighter KURA is 90 per cent completed. The Soviet icebreaker KANNINOV, which has its home port at Murmansk, arrived on 1 May 1952 and stayed until afternoon on 3 May for some repairs.

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11. The keel of a 13,000-ton steamship has been laid at the Warnow yard, at Warnemünde. The cable ship has left there. All other repair work is at a standstill for lack of materials.

12. Gehlsdorf shipyard: Work on a 200 meter quay wall has commenced along the shore escarpment. The slipways are to be moved and enlarged this year. Fireboats are being built at the present time. The work suffers from continual material shortages, in spite of which new installations are going forward. Enlargement of the yard with a new building to the northward is being pushed.

13. Peenewerft, Wolgast: The building of fast motorboats is going ahead. The first three boats have been placed in service by the Seepolizei, with Stralsund as their home port. One boat is used for training purposes at the Seepolizei officers' school; the others are used as coast guard boats. The boats are armed with a machine gun, 20 mm antiaircraft, and are said to also carry a 76.2 mm gun.

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14. VVW Volkswerft Stralsund VEB. The chief constructor at the Stralsund shipyard, Salewski (fnu), was dismissed on 1 May 1952. The new chief constructor is named Reiner (fnu) and comes from Berlin. Up to the present, the yard has built 100 drifters of the type 02, of which [] belong to the German fishing fleet. All the rest went to the Soviet Union as reparations. Kaliningrad is their home port. The first drifter cost the works over 1 1/2 million DM; the cost has now been reduced to about 900,000 DM. The Soviet Union, however, pays only 400,000 DM for each one. The drifters have a 300 hp. Buckau-Wolf engine and a 100 hp. Schönebecker auxiliary. Three Boizenburger drifters are under construction. They will be used as dispatch drifters. []
- 25X1C [] An act of sabotage took place on 28 April 1952 on the refrigerator drifter [] The SSD immediately obtained the names of all the people who had formerly worked on the ship and registered them. The trawler [] launched on 15 October 1951, went on its first fishing voyage at the end of March 1952 and returned on 24 April.
15. Altwarp: The Altwarp boat-building works builds lifeboats and repairs ships which on paper go to Bratislava, Czechoslovakia, but which the forwarding officials say are destined for the Soviet Black Sea Fleet. Nine lifeboats and four repair boats left Altwarp on 10 April 1952 by the waterway to Bratislava. The lifeboats are seven meters long and cost 13,548 rubles (10,700 DM) each.

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- 25X1A 1. [] Comment. The information in this paragraph conflicts with previous information from other sources. The Neptun shipyards at Rostock was one of the thirteen plants of SAG AMO. It is reportedly one of the sixty-six enterprises which passed into the hands of the German people in May 1952.
- 25X1A 2. [] Comment. Not further identified as an abbreviation.

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